

Wigton Motor Club Ltd

Start Line

Issue 2022/11

www.wigtonmc.xo.uk

November 2022

Super Solway



For Members By Members

WMC Committee

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Face Book: Wigton Motor Club & Wigton Motor Club Members

Talking Point

Topical Comment on Motoring & Motorsport

A worrying feature this year, on every type of event, has been the number of entry withdrawals. This can affect a classic tour right through to a major stage rally like the recent Carlisle Stages which lost more than 20 of its 90 starters and the organisers must have taken a big financial hit. A targa event in the SW had sixty entries and six reserves but, on the day, only started 56. It's an issue that goes beyond sport with many in the hospitality industry asking for pre-payment or deposits due to the number of "no shows" to bookings.

Now on our events, each event is carefully costed to produce excellent value for money while covering costs. A typical touring event with an entry fee of £60 will see perhaps £50 of it covering the cost of food, rally plates and finishers' awards, all of which have to be paid for a couple of weeks before the event. If when people pull out there are reserves this can be sorted and at little cost, but otherwise when the club gives a refund, it has to stand the cost. Six refunds add up to £300 for example. The venues that provide the food are unlikely to give a refund while we end up with a box of unused rally plates and awards.

We have always taken a generous attitude to entry withdrawals with perhaps a couple per event due to genuine reasons. Paying out refunds also has a time and financial cost. Banks now charge 40p per cheque plus of course the postage. Sending a payment by BACS to a new recipient takes time to set up and verify the payment and there is also an activity charge as well. Plus of course the time spent by the entries' secretary and the treasurer.

As it is a widespread issue nationally it will be interesting to see how clubs deal with it. It might be that you work on the basis that 5 of your 60 entries will pull out and only order food etc for 55 cars; but what happens if you get no drop outs? Food for thought literally!

I had to take over the entries secretary's role for the Solway a couple of weeks before the event and I was appalled at the poor standard of completion of some of the entry forms. Although I have to say our WMC members are way better than some others! I reckon about a third were not fully completed or were illegible. It's not difficult to open the Word document, fill it in and send it back. The information on these forms is needed for a reason, either for the running of the event, or to comply with the legal requirement for road rallies. The worst thing of all is email addresses. These have to be accurate. The final entry form I received was so badly scrawled and I could get neither of the addresses to work, and it took ten minutes of trial and error to get the final instructions out.

GTF



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Contributions are welcomed - deadline the 25th of each month

The opinions expressed in Start Line are those of the contributors and not necessarily those of the Club

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Events of Interest

Locally & Nationally

November

- 6th Sun **Autotest at Kirkbride.** Regs have been emailed out.
- 12th Sa VSCC Lakeland Trial , Marshals needed.
- 13th Sun **Cars & Coffee** at the Motor House 10-12 (Last one of the year)
- 26th Wed **Twelve Car Rally**

December

- 2/3rd FDMC Grizedale Stages
- 4th HERO LE JOG in the Cumbria, overnight in Gretna
- 28th **Festive Frolics Autotest**

Marshals' News

From the donation from competitors at the Solway Rally we made a draw for the winner of £10. They will have had a email from Eddie. We very much appreciate everyone's efforts to make a superb event.

The lucky winners were

Dave Martin

Chris Spencer

Geoff Harkness

Robbie Wozencroft

Brian Graham

Jim O'Neill

John Graham

Michael Marsland

Driving Motorsport Forward

From The Top

News from MSUK, Associations & WMC Committee

Notes from the October Committee meeting

The defibrillator is still awaited

The Canter was cancelled due to a lack of start venue.

Cardless payments, a card reader is to be bought.

A shredder is to be bought

The new lap top is working well.

Major Events:

The Solway Rally had been an excellent event. A full debrief was discussed.

Concern was expressed at the number of withdrawals, and we would look at our policy on this for future events.

Future Events:

November Cars & Coffee: We would be presenting the charity money at this event.

Autotests: Rob was running an autotest on Nov 5th and an Autosolo on Dec 27th.

12 car rally going ahead on Nov 23rd

There was a report on the meeting with Dalemmain re future events there and we had agreed a fee for the next two years.

Reports:

October Cars & Coffee was well supported, and some crews did the treasure hunt as well.

Finances:

Currently holding the entry fees of the Solway, also £2k for the annual charities. After that the club's financial position is very good.

Motor House:

New boundary wall completed. New floor seal coming on Nov 7th

Boundary fence to be updated.

A key safe is to be bought.



motor
sport
UK

Recognised
Club

Club News & Events

November Autotest

At Kirkbride

Sunday November 6th

Entry forms have been emailed out

Cars & Coffee

Sunday, November 13th

10 until 12

At the Motor House

The final one of the year.

November 12 Car Rally

Wednesday, November 23rd

Starts at the Motor House

See details in this issue

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Partners with Wigton Motor Club – please call 0844
824 1135 and don't forget to mention your club
when you do!
www.hagertyinsurance.co.uk

USA 2022

Chris Leece

After my trip to the Indianapolis 500 in 2018, my son Matthew and I spoke about seeing Indycars on a road course, so in November last year, whilst having a short break in Southport with my wife Heather, we went into Liverpool and popped into Virgin Travel. Heather booked a week in Las Vegas where she went with a friend of ours whilst I booked a road trip taking in San Francisco, Monterrey, Yosemite and Las Vegas. Ringing Matt from the travel agents, I told him we were going to the USA in September and driving through death valley.

Forward to September this year, we had a quiet night at The Sheraton Skyline Hotel at Heathrow before taking the Tuesday dinner time Virgin Atlantic 787 which landed at San Francisco at 2.30 pm. It was then a short trip on the Bart train which cost \$5 and took us straight to Union Square where our hotel The Westin St Francis was located



On Wednesday morning we decided to go for a long walk of exploration which was a struggle for Matt who is struggling with long covid. Up and down hills we walked before arriving at Fisherman's Wharf where we took an open top bus tour of San Francisco which included a trip over the Golden Gate Bridge. It was so windy I had to take my hat off otherwise it would have blown away.

On Thursday we woke up to the news that the Queen's doctors were concerned about her health. We had a trip to Alcatraz booked that morning and it was while we were in the queue to board a boat to the island that we heard the sad news of the death of her

majesty.

Alcatraz was very interesting. The cells were so small with only room for a toilet, bed and a table and even the showers were open plan so as to minimise problems with the prisoners.

Friday morning was a short walk to pick up our hire car where we were offered the choice of a Mazda or a Chevrolet. Matt decided to take the Chevy as we could drive a Mazda anytime (quite what is the resemblance between a Mazda SUV and my MX5??)

The Chevrolet was a white Equinox LT 1500cc 180bhp. It did not feel that powerful. The turbo lag was very pronounced and it understeered badly.

We arrived at Monterrey in early afternoon at the Hyatt Regency which was located on a golf course on the outskirts of the city

We walked to the centre where there were hundreds of sea-lions. What a fantastic sight even though they made quite a racket and smelled terrible.

Saturday morning and it was a short drive to Laguna Seca. The car parks were extremely well and efficiently marshalled (should have taken names and telephone numbers for help at Dalemain)

The most famous corner on the circuit is the Corkscrew which drops 10 storeys. It was at the top of a very steep and dusty hill and we after we puffed and panted up the hill we watched practise for the Indycars. Graham Rahal spun off and had to be pushed started, I found it interesting to watch the variety of lines taken by the drivers.



Solway Rally 2022

THE SOLWAY TARGA RALLY

Ed Graham reports

A fine win on the Solway Targa Rally made for a great weekend for Barry Lindsay who, having scored a fine class win on the previous day's Carlisle Stages Rally, demonstrated his versatility by swapping cars, swapping navigators and still finishing top of the results list. It was no easy victory and Barry had to be on top form a top class field with Bob Hargreaves/ in his BMW showing strongly while Simon Jennings/ Colin Fish set a string of fastest times during the morning before a test maximum ruined their day.



The Solway Targa Rally was the penultimate round of the NESCRO Challenge series and featured a new look with Clerk of the Course David Agnew finding no fewer than 5 new test venues, all located in the Workington area and within close proximity to the rally's base at the Rowrah Kart Circuit which was also the venue for 4 of the days tests. The Wigton Motor Club were rewarded with a strong entry of over 40 cars and, although there were one or two non starters on the day, it was good to see the event getting good support so late in the season.

The opening test round the kart circuit saw Hargreaves/Mount tie with Jennings/ Fish, Jennings was again quickest on the following test, one of the new ones at the former Kangol factory at Cleator. There followed another new venue at Watson Hill which was greasy, slippery and therefore tremendous fun, this one saw Dan Place/ Ryan Parker (Peugeot 309) share quickest time with the Toyota MR2 of Kevin Stones/ Chris Holden. Next up was yet another new venue, where on earth did David Agnew find them all !, Yeaton Hall was a nice long test that gave the drivers the opportunity to have a real blast, Stones/ Holden and Lindsay/Petry shared quickest on this one then it was on to Hall Moor, another muddy affair that saw Place/ Parker just ahead of Hargreaves/ Mount. This test was a disaster for Jennings / Fish who collected a maximum penalty thus spoiling what had promised to be a very strong performance although they started their fight back with a quickest time on the following test, a repeat run at Kangol.



The morning's proceedings terminated with another blast round the Rowrah circuit, there were fewer spins this time as the track had dried out somewhat after the early morning rain, the Fiesta of Connor Stephenson/ Adam Taylor was marginally quickest on this one but it was Hargreaves / Mount who headed for lunch with a narrow lead from Place/ Parker while tied for third were Lindsay/ Petry and the Citroen C2 of Craig Stamper/ Fiona Tyson.

Suitably refreshed, the crews recommenced battle with another lap round Rowrah which saw Jennings/ Fish quickest although the competition was fierce and just a few seconds covered the entire field. Next up was another new test venue, a road



winding through a wind farm that closely resembled a rally stage, Lindsay/ Petrie scorched through this one, intent on improving on their morning's position. Just up the road were two very different tests, situated within the environs of a disused factory . on the Lilyhall Industrial Estate, these were short test with lots of cones to negotiate and were just the type to induce drivers into going in the wrong direction. Jennings/ Fish tied with Stamper/ Tyson on the first one and Lindsay/ Petry shared top billing with Place/ Parker on the second.



A run up to Maryport brought crews to the only venue, along with Rowrah, that the event had previously used, it saw a repeat of the previous test with the same two crews again tied on this loose, cobbly test. It was back to the wind farm, a test the crews seemed to really enjoy, not least Lindsay/ Petry who were joint quickest, this time sharing fastest time with the Mazda MX5 of Philip and Lewis Hodgson. Then there were repeat runs in the factory complex, more pirouetting round cones and more crews going astray although, on these short tests, a maximum score didn't inflict too much damage.



The final test of the day was back once again at Rowrah where the whole field were very tightly bunched, "Fastest Lap" being shared by Jennings/ Fish, Stephenson/ Taylor (Fiesta ST) and Hodgson/ Hodgson. This brought the day to a finale and the unanimous view of the competitors was that it had been a really superb days sport with some equally superb new test venues. All that remained was a tense wait for the results to appear which the very promptly did showing a close win for Lindsay/ Petry who were 12 seconds ahead of Place Parker with Hargreaves/ Mount just another 7 seconds

in arrears in third place, it was as close as that after 16 hard fought tests with more close run battles amongst the lower placings, all conducted in a great atmosphere of friendly rivalry.

It would be hard to fault the Solway Targa Rally and great credit must go to Wigton Motor Club and their hard working and enthusiastic band of marshals who turned out in huge numbers to ensure that the event ran smoothly. The sea of happy faces at the event finish told their own story, a great day, thoroughly enjoyed and everyone departed for home having enjoyed a great day out on a really cracking event..

RESULTS :-

Barry Lindsay/ Martyn Petry	Peugeot 106	1168
Daniel Place/ Ryan Parker	Peugeot 309	1180
Bob Hargreaves / Mount	BMW	1187
Philip Hodgson / Lewis Hodgson	Mazda MX5	1189
Neil Raven / Ann Foster	Mazda MX5	1221
Craig Stamper / Fiona Tyson	Citroen C2	1227
Kevin Stones/ Chris Holden	Toyota MR2	1230
Simon Jennings / Colin Fish	Peugeot 106	1236
Connor Stephenson/ Adam Taylor	Fiesta ST	1243
Dan Grierson/ Paul Grierson	Citroen C2 VTS	1256

THE SOLWAY HISTORIC RALLY Ed Graham Reports

Wigton Motor Club's Solway Historic Rally, the penultimate round of the NESCR0 Historic Challenge Series, produced an exciting battle with the Ford Escort of Noel Cochrane/ Olly McCullom battling all day with the Nova of Geoff Hall/ Paul Bosdet, the verdict going to the Ulster men by just 4 seconds after a battle over 16 varied test layouts. There was an even closer tussle for the final podium place which went to Alex Willan/ Paul Taylor, the BMW crew just edging out Dave Short/ Roy Heath (Ford Escort) by a single second. The day was a triumph for the organising club with another slick and well run event which ran faultlessly all day.



The 2022 Solway Historic had a brand new look for which the honours must go to Clerk of the Course David Agnew who had scoured West Cumbria and come up no fewer than 5 previously unused venues which, added to some old favourites, served up a cracking days motorsport for the large entry who made the trip , evidence of the series enduring popularity..



The Solway was based at the Rowrah Kart Racing Circuit which hosted 4 of the days tests and it proved to be an excellent choice of venue with circuit manager Malcolm Fell and his hard working staff going out of their way to make the competitors and organisers welcome and the circuits many amenities proved to be an ideal location for the event.

Rowrah provided the opening test and with the car seeded number 1, the MGB of Paul Slingsby/ Michael Fox non starting it was the diminutive Mini of Peter and Alex Metcalfe who were first away , they were also the first car to have a

spin, the circuit surface made particularly slippery after a shower of rain !. Cochrane/ McCollum gave notice that they were the crew to beat being quickest on this opening test. The next test up was a short affair at the redundant Kangol factory at Cleator Moor which saw Dave Marsden/ Mike Garstang quickest then it was on to one of the new tests at Watson Hill, which featured a couple of narrow gates and a very greasy farm yard, Hall/ Bosdet were quickest on this one just ahead of the Maxwell's very quick MGB.



Another new venue, Yeaton Hall, provided a nice long tests, again with several gates to get through, Terry Dixon/ Nick Townley took quickest on this one, it was good to see Terry back in action again and he certainly was as quick as ever. The Maxwells spoiled a promising run with a wrong test penalty on this one, they were by no means the only crew to take a maximum. Hall/ Bosdet were again quickest at the Hail Moor test, this was another new venue with a very muddy surface and large earth mounds to negotiate. A repeat run at the Kangol factory saw Cochrane/ McCollum

fastest and they also took the honours on the mornings final test, back at Rowrah however, it was Hall/ Bosdet who went in for lunch with a narrow 7 second lead over the Irishmen with Short/ Heath lying third.



Hall/ Bosdet started the afternoon session in fine form, quickest on the third Rowrah test and again on the following one, a new venue that ran over the access roads through a wind farm and was a really cracking test. Next up was another new venue, a disused industrial site at Lilyhall on the outskirts of Workington, these featured a multitude of cones and required the navigators to be on top form. Cochrane/ MCCollum started a run of quickest times here, quickest on both while quite a few crews had trouble finding the correct route, Marsden/ Garstang making an uncharacteristic error as did Brian Bradley/ Steve Parry (VW Golf). A long run up to Maryport saw Cochrane/ McCollum yet again quickest with several crews picking up maximums on this test although it was mechanical problems that were afflicting Tom Pearson/ Tom Waterhouse, their extremely smart RS2000 suffering from fuel starvation problems while the Metcalfes were looking anxious with their Mini having a faulty front wheel bearing .



A second run through the wind farm test saw Hall/ Bosdet quickest then there were repeat runs at the two Lillyhall test where the leading two



crews took the honours and numerous crews again racked up maximum scores as these tricky tests took their toll. There was no separating them on the final test, another lap of the kart circuit back at Rowrah and there were numerous spins as several crews went for one last hurrah over the smooth tarmac. Cochrane/ McCollum had done just enough however and ensured that the winners trophies would be heading over the Irish Sea. The Metcalfes Mini survived to take the Class C1 win and there were also Class wins for Willan/ Taylor and Short/ Heath.

The 2022 version of the Solway Historic Rally was a really well run and very enjoyable event and as the crews departed from Rowrah amid the gathering gloom of an October evening there was unanimous praise for the organisers and, most specifically, the hardy band of marshals who had stood out on a bleak and showery day to ensure that the event ran faultlessly.

RESULTS :

Noel Cochrane / Olly McCollum	Ford Escort MK1	1170
Geoff Hall / Paul Bosdet	Vauxhall Nova Sport	1174
Alex Willan / Paul Taylor	BMW 316	1233
Dave Short / Roy Heath	Ford Escort MK2	1234
Terry Dixon / Nick Townley	Mini 1300	1238
Mark Basham/ Richard Stomes	Ford Escort	1305
Ian Maxwell / Kirstin Maxwell	MGB	1328
Peter Metcalfe / Alex Metcalfe	Mini	1348
David Alexander / Callum Alexander	Fiat Uno	1354
Joseph Hardy / Adam Blacker	Ford Escort MK1	1357

Our thanks to Ed Graham for the reports and Tony North for the photos.

Where To For Stage Rallies?

While entry number for stage events have been falling (along with the number of venues) for the last 20 years, the fall away has been marked post pandemic. The Scottish Rally Championship has consistently had 90 car entries but even the Scottish Rally had a small entry. The BTRDA Series used to guarantee an event a full entry but no longer. The recent Carlisle Stages In Kielder had SRC, BTRDA and British Historics and started less than 80 cars.

The British Rally Championship this year had 15 registered crews of which 10 seemed to turn out. For most events. Very few of them were known to enthusiasts and some were driving quite costly cars rather slowly!

As usual the reasons for this will be many, cost, time, interest, perhaps seeming racing as a more pleasant environment for family and friends. Who knows?



Volunteers were running golf carts between the paddock and the corkscrew so we hitched a lift back down to the paddock.

Just as we were setting off, the mother of one of the indy lights drivers was asking how they could get her 20 strong party to the podium if he won. His name is Sting Ray Robb, she was asked about this and the reason was her husband and her were Chevrolet fans and if he had been a girl, he would have been christened Corvette. It was a good weekend for the family as he won the first indy lights race so they had a good celebration.

The paddock was totally open and every indycar was in the paddock prior to qualifying waiting to

be towed onto the grid behind a little cart. I ran around took photographs of the whole grid and spoke to members of the pit crews wishing them all well in particular the 3 Penske crews.

I purchased a Penske hat and t shirt, an indycar hat for my ex boss and a Laguna Seca t shirt whilst Matt bought a signed Pato O'Ward hat

I also took part in a silly competition to win a Jimmy Johnson model car

We sat in the grandstand at turn 4 and watched the Indy Lights race and Indycar practise where pole was taken by Will Power setting a new record for the number of pole positions, breaking the record of the legendary Mario Andretti who was on hand to congratulate him



We were back at the circuit bright and early on Sunday morning

The indy lights race was first and passed without incident and then onto the big event

It was a good race in which strategy played a big part.

Alex Palou won for Chip Ganassi. He had so much pace that nobody could live with him. Josef Newgarden came second after qualifying 25th due to spinning off and getting stranded at the corkscrew. Will Power came third struggling with his tyres to take his second championship for Team Penske

it has been a good year for Penske with its three drivers Power, Newgarden and McLaughlin taking 1st, 2nd and 4th in the championship with 6 time

champion Scott Dixon 3rd for Chip Ganassi

The atmosphere at the podium was electric and chaotic. Cars were being pulled away from the grid and we saw various drivers including David Malukas, Takuma Sato and Jimmy Johnson.

Back in Monterey we found a motor racing themed restaurant called Turn 12 which was full of car and bike racing memorabilia and the food was delicious

Monday saw us drive the 200 miles to Yosemite but first we had a detour to Carmel. What a beautiful and peaceful place but I dread to think how much the beach side properties would cost.

Our hotel was the Tenaya Lodge which is located just below the southern entrance to the park

On Tuesday we drove into the park and as we came through a tunnel we saw the awe inspiring sight of El Capitan which is a massive granite rock formation nearly 3,000 feet high

The park is stunning with deep valleys formed by glacial activity

Wednesday was an early start driving through the park and over the Tiago Pass reaching nearly 10,000 feet before dropping down to take the 395 to head to Las Vegas. We stopped at Little Pine and were told that the road through death valley was closed due to flooding so after a long detour and 10 ½ hours on the road we dropped off the Equinox at the airport and took a taxi to the MGM Grand. There was world championship boxing at the hotel that weekend so it was extremely busy.



On Thursday we took a helicopter tour over the Grand Canyon. Fantastic and awe inspiring showing the power of nature and how small and insignificant we humans in comparison the return flight taking us over the strip before steeply banking to land at the airport

Friday and Saturday were spent at the “Life is Beautiful” music festival held in Downtown Las Vegas with artists including The Arctic Monkeys, Lorde and Wet Leg were performing.

Part of Downtown was closed off with stages erected in car parks. As a person who has been to many festivals, the only similarity to British festivals were the chemical toilets and the smell of weed Being honest, neither Matt or I really liked Vegas,

not into 24 hour gambling etc, not our scene

it was also very impersonal compared to the other places we visited

Our flight home was on Sunday evening arriving at Heathrow on Monday lunchtime, the day of the Queens funeral. Terminal 3 was deserted and there were many detours and road closures around the airport before we got on the road home.

We were luckier than Heather who went a week later, she stayed at the same hotel and returned to find that some ***** had stolen the catalytic converter off her Lexus meaning she had to stay an additional night before getting a hire car

We had a great time, we drove nearly 1,000 miles and have some unforgettable memories a once in a lifetime experience

Chris Leece

WMC 12 Car

November 23rd 2022

- . Approx. 55 miles on OS Map 89
- . 1st Car Starts: 7.30pm, Finish at 9.30 approx
- . Start at Moota Motor House
- . Classes for Beginners & Experts
- . Simple navigation

£15 Entry

Entry form available from
joecruttenden@gmail.com

PG Tips

Peter Reflects On His Month

Did anyone think I was going to talk about how I'd made amazing progress on the GSA and now loved it a lot? No I don't suppose you did...if you read my ramblings often you'd probably realised that I was never going to be happy with it, so it has gone! The final straw was when I re-fitted the mudflaps after getting it back. I took it for a spin and found they caught the ground when cornering. Yes, it's something minor but I looked at it and thought – that's it, you're never going to be a good car! Calculating what still needed done to it and what I wasn't happy with, I was looking at spending money on a car that I didn't even like with no guarantee that I ever would. As usual I stuck it on Ebay and had a record (for me) number of watchers, nearly 500 by the end, and a stream of people who asked questions – often quite detailed and assured me they were definitely going to bid.

Of course most of them never did and the eventual winner was someone who'd consumed a bottle of wine with their dinner and fancied a punt on a Citroen GSA to go with his 2cv. When he contacted me and explained he had never intended to win it and had just thrown a bid in whilst tipsy, my heart sank and I assumed he'd be then saying he wouldn't be coming for it. Thankfully the opposite happened and he drove 5 hours from Oxfordshire to collect it with his father in law and seemed happy enough with it. I was concerned, given how unreliable it had been before I did some fettling, that it wouldn't get him home, but I had nothing to worry about. Not only was he experienced with old cars and had come with a garage full of tools in his father in laws car, he also had breakdown cover – but in the end the old GSA took him home without problem. I am very glad to see the back of it.

I'd vowed not to distance buy another car without seeing it, and after the slowness of the GSA and BX, decided I needed something quick and something that might hold it's value over time, as well as something I can hold onto for more than 6 months (that's the hard bit!!). After some searching, checking all the usual suspects on my bucket list, I really fancied a Fiat Coupe – the 90s Chris Bangle designed one with the 5 cylinder engine...however in my £6k budget there was nothing really good. Lots of cars with huge mileages, ones that had been 'modified' and most tellingly, from their MOT histories, rusty.

Really loads of rust. I could barely find one that didn't have advisories or previous fails for rust issues. Typical Fiat group car you might say, but from the same era the Alfa Romeo GTV that I also always hanker after does not suffer the same problems, certainly not all of them! The DVLA MOT history page is a really great facility for free research on any vehicle. Whilst not all MOT garages are equal, and not all pick up on everything or even the same things, once a car reaches 20 years old they tend to have visited many different stations and it's possible to get a decent picture of a car including how realistic the mileage is. Some of the Fiat coupes I researched had so many advisories it was frightening, and yet the adverts usually said how excellent the cars were. Facebook marketplace is undoubtedly the worst for it – adverts are free and many of the sellers barely seem interested in selling their cars from the responses I got. I also briefly looked at the Peugeot 406 V6 coupe and the ones on Facebook marketplace were, in every single case, badly advertised, with pictures that barely captured the car in frame and were being sold by people who had no interest in selling their car! Many of the cars on there seem to have been on for months, if not years, and the worst dregs of

scrapyard fugitives are on there to be seen – short MOTs, multiple electrical faults, you name it, those cars are advertised on Marketplace – presumably because it's free.



The end result of all this was that I decided I didn't think I could cope with the Peugeot as a car to keep – it simply isn't special enough, although I do think they look beautiful, like a scaled up Ferrari 456 (which was designed at the same time by the same team apparently). I also couldn't find a good Turbo version of the Fiat coupe and whilst there was a nice atmo version, they really aren't that nippy. It all came down then to whether or not I could find a decent Alfa GTV V6....and after many hours and days of research I think I did. By the time you read this I should have the car at my place. I did go and see it as well you'll be pleased to hear. More on it next month.

Peter

Madeira Rally Legends

Peter just happens to be on holiday there!



WMC Rally Championships after Solway

Overall

HISTORICS

Driver			Navigator		
1	David Alexander	90	1	Callum Alexander	95
2	Alex Willan	74	2	Ross Blythe	68
3	Mike Cook	65	3=	Alisdair Venn	48
4=	Brian Bradley	47	3=	Roy Heath	48
4=	Dave Short	47	5	Alan Jackson	44
6	John Sloan	46	6	Richard Welsh	42
7	Ian Maxwell	44	7	Thomas Waterhouse	38
8	Dave Agnew	41	8	Oly McCollum	25
9	Ian Dixon	40	9	Paul Taylor	24
10	David Marsden	37	10	Finn Morriss	23
11	Charles Graves	36	11=	Ron Palmer	21
12	Thomas Pearson	33	11=	Mike Garstang	21
13	Noel Cochrane	25	13=	Heidi Garstang	20
14	Tot Dixon	22	13=	Michael Fox	20
15	Joseph Hardy	19	15	Mick Anderson	19
16=	Ian Curwen	18	16=	Richard Cooke	18
16=	Paul Slingsby	18	16=	Matthew Smith	18
18	David Smith	14	18=	Michael Marsland	17
19	Jared Nichol	13	18=	Beth Nichol	17

Classes

Pre 1960			Pre 1960		
None			None		
Cat 1			Cat 1		
1	David Agnew	20	1	Alan Jackson	20
2	Paul Slingsby	9	2	Michael Fox	9
Cat 2			Cat 2		
1	Mike Cook	29	1	Ross Blythe	30
2	Ian Maxwell	18	2	Richard Welsh	17
3	Charles Graves	16	3	Oly McCollum	10
4	David Marsden	15	4=	Heidi Garstang	9
5	Ian Dixon	14	4=	Ron Palmer	9
6	Noel Cochrane	10	4=	Mike Garstang	9
7	Tot Dixon	9	7	Richard Cooke	8
8	Joseph Hardy	7	8	Beth Nichol	7
9	Jared Nichol	4			
Cat 3			Cat 3		
1	Dave Short	20	1	Roy Heath	20
2	John Sloan	19	2	Alisdair Venn	19
3	Thomas Pearson	18	3	Thomas Waterhouse	18
			4	Finn Morriss	10
Cat 4			Cat 4		
1	David Alexander	37	1	Callum Alexander	39
2	Alex Willan	30	2	Paul Taylor	10
3	Brian Bradley	23	3	Mick Anderson	9
4	Ian Curwen	8	4=	Michael Marsland	8
5	David Smith	7	4=	Matthew Smith	8

TARGA Overall

Driver			Navigator		
1	David O'Connor	82	1	Stuart Davis	82
2	Philip Hodgson	69	2	Lewis Hodgson	69
3	Andrew Graham	65	3	Kat Sutton	65
4	Barry Lindsay	49	4	Martyn Petry	49
5	Craig Stamper	47	5	Fiona Tyson	46
6	Mark Humphries	41	6	Ryan Longstaff	41
7	Thomas Pearson	34	7	Thomas Waterhouse	36
8	Frank Mattocks	32	8	Peter Wright	25
9=	Richard Whittaker	24	9=	Andrew Whittaker	24
9=	Chris Hunter	24	9=	Alan Place	24
9=	Daniel Place	24	11	Mark Winder	23
12	Russel Robertson	23	12=	Esther Bowness	21
13=	Paul Bowness	21	12=	Adam Taylor	21
13=	Conner Stephenson	21	14	Paul Grierson	20
15=	Brian Bradley	20	15	Josh Armstrong	19
15=	Dan Grierson	20	16	Rob Iveson	18
17	Jamie Barnett	19	17=	James O'Neil	17
18=	Jacqui Raine	18	17=	Helen Harkness	17
18=	Pete Masters	18	19=	Daniel Roberts	15
20	Gregg Penn	17	19=	Nathan Martin	15
21	Jim O'Neil	16	21=	Shaun Carney	14
22=	Lewis Waldron	14	21=	Alison Pennefather	14
22=	Patrick Pennefather	14			
24	David Potter	13			
25	Chris Warden	12			

Classes

Targa T1 (FWD)			Targa T1 (FWD)		
1	Andrew Graham	23	1	Kat Sutton	23
2	Barry Lindsay	20	2	Martyn Petry	20
3	Craig Stamper	18	3	Ryan Longstaff	17
4	Mark Humphries	17	4	Peter Wright	10
5=	Richard Whittaker	9	5=	Andrew Whittaker	9
5=	Daniel Place	9	5=	Alan Place	9
7=	Brian Bradley	8	7	Fiona Tyson	8
7=	Frank Mattocks	8	8=	Rob Iveson	7
9=	Jacqui Raine	7	8=	Adam Taylor	7
9=	Pete Masters	7	10=	Owen John	6
9=	Conner Stephenson	7	10=	Paul Grierson	6
12	Dan Grierson	6	12=	Daniel Roberts	5
13=	Lewis Waldron	5	12=	Josh Armstrong	5
13=	Jamie Barnett	5	14	Helen Harkness	3
15	Chris Warden	4			
16	Gregg Penn	3			

Targa T2 (RWD)			Targa T2 (RWD)		
1	David O'Connor	35	1	Stuart Davis	35
2	Philip Hodgson	28	2	Lewis Hodgson	28
3	Thomas Pearson	12	3	Thomas Waterhouse	12
4	Chris Hunter	10	4	Fiona Tyson	10
5	Russel Robertson	9	5	Mark Winder	9
6=	Paul Bowness	8	6=	Esther Bowness	8
6=	Patrick Pennefather	8	6=	Alison Pennefather	8
8	Jim O'Neil	6	8	James O'Neil	6
9	David Potter	4	9	Shaun Carney	4

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Steve Ogle has for many years been the driving force behind the RSOC in Cumbria and he recently sent me some interesting photos. These had been taken by his son when driving through Belgium and were of an RS2000 Mk 2 which looked very much like the County Garage Group One car from the 1970s except for the registration number and the fact that it was LHD. Coincidentally the owner of the car and garage had met Malcolm Wilson recently at WRC Greece and told him about the recreation in Belgium, small world!

It just so happens, it is 45 years this month since I had the pleasure of navigating for Malcolm in the original car, SOO378R, on the International RAC Rally of 1977. The car was owned and entered by County Garage, Carlisle where Paul Gilligan had made the Group One programme possible for Malcolm. Through most of my life the month of November was significant for the running of the RAC Rally which grabbed my attention from an early age. We mourn the passing of this majestic event from the rally calendar.



The original orange shell on the RS2000 was somewhat tired and had been replaced by a new one in white after the '77 Manx. Paul had used up some brownie points in getting one direct from Ford and Malcolm and his guys built a great car. Further pre-RAC events were the Lindisfarne on 1st October sporting number 15 where we finished 8th overall and 2nd group 1 and then one more event, the 'Castrol '77' was fitted in before the RAC and 13th overall was the outcome this time where we were headed in Group 1 by Elsmore, Waugh, and Kaby. There was then an opportunity to prepare the RS2 for the Lombard RAC which started from Wem-

bley on 20th November. Historians will be aware that on the 1977 RAC Group 4 Ford Escorts finished 1st, 3rd, 4th, 5th and 6th (Hannu finished 2nd in the Toyota) and had in fact won the RAC now for six consecutive years.

Of greater interest to us were the Group 1 entries headed by Jimmy McRae (Colin's dad)/Ian Muir SMT/DTV Vauxhall Magnum at 39, Graham Elsmore/Stuart Harrold, Thomas Motors RS2000 at 40, Pat Ryan/Mike Nicholson, Dolomite Sprint at 42 and us Malcolm Wilson/Ron Palmer County Garage RS2000 at 43. With us in the sandwich we were closely followed by Will Sparrow/Rodney Spokes Chrysler Avenger at 44, Lars Carlsson/Kadett GTE at 46, Terry Kaby Dolomite Sprint at 48, Enrique(Henri) Inurrieta RS2000 at 51 and Gavin Waugh/Peter Handy Avenger GT plus another 30 odd Group 1 cars. This category was a hot bed of the up and coming guys, all aiming for glory and a future works drive.

Our late Queen's Silver Jubilee was celebrated in 1977 and the RAC appropriately started at the Wembley complex in London where there was plenty of room for 180 competitors' cars, plus service and back up vehicles and of course the viewing public. After starting at 09.00 on Sunday 20th November (almost 45 years ago) the first day finished at York racecourse after ten short stages, mainly in the grounds of stately homes and country parks. Positions after day one dictated the restart order for day two so a lively start was important. We had a trouble free day and the car ran like a dream only needing tyres changed from forest to tar to accommodate the changing surfaces. The first day finished at 20.00 hours and parc ferme applied until the Tuesday Out control at 09.30.



For day two tarmac tyres were needed for two stages – Oulton Park and Great Orme before we moved into the North Wales forests. A fairly hard shift took us to a two hour rest halt at Machynlleth at 20.30 we had covered stages at Beddgelert, Penmachno North and South, Gartheiniog, Dyfi and Pantperrnog. The night section

restarted at 22.30 with stages in Hafren, Rheidol, Cyneiniog, Taliesin, Llanafan, Brechfa west and east, Gufynydd, Halfway, Crycuan, Cwmhenog and Nantyrhwch before a two hour breakfast halt at 08.05 at Abernant. And so it went on with another six Welsh stages including three in Clocaenog before heading across to York for the in control at 19.50. At this point after 37 stages we were in 17th place overall and leading Group One with a cushion of almost two minutes ahead of Graham Elsmore followed by Jimmy Macrae. Overall Waldegard was ahead of Hannu, Brookes, Dawson, Salonen and Roger Clark. We had taken 20 minutes longer in the stages than the leader Waldegard illustrating the difference between Group 4 and Group 1 cars - 6 seconds/mile.

The Wednesday/Thursday leg was a busy one with five stages in North Yorkshire including Croft before the field headed west to the Lake District with two in Grisedale after lunch. As darkness fell there followed Hobcarton, Comb, Dodd (be very afraid) and Greystoke. Heading north across the Border there were Castle O'er, Twiglees, Wellcleuch, White Naze and Glenhill before a welcome two hour break at Moffat before midnight. This short break was welcome as the last of the legs in darkness were to be very demanding and contained Cardrona, Glentress, Elibank and Yair before a TC and coffee at Jedforest. Moving slightly to the south the last stages in darkness were Waucope, Keilder one, two and three and lastly Hamsterley before the Teeside two hour breakfast halt. Batteries recharged we headed into the most famous Yorkshire Forests, Ingleby, Crofton, Gayle Hill, Dalby, Staindale, Langdale and finally Wykeham. After a joyous run in to the York finish a bit of shuteye was very welcome.

I realise that the forest names will mean little to none rally people but if you can compare in status say Dalby or Keilder Forest to Silverstone or Nurburgring in the racing world that may better illustrate how prestigious they were.

Writing a list of stage names doesn't do this fabulous event justice nor does it reflect the skill, tenacity and application that Malcolm brought to his approach to the event or to the reliability that his preparation built into our car. In Stage 66 Dalby only three from the finish we had a puncture and we changed the wheel in stage which cost us about two minutes but kept us ahead of Graham Elsmore for our Group One win. This was only possible because in the run up to the event we had practiced wheel changing for an afternoon in the yard at Malcolm's home at Bannockburn. Had we driven through this 15 mile stage or fumbled the wheel change we could so easily have lost time, the category and the

class to Graham Elsmore after an event long battle. Malcolm had prepared the car meticulously before hand and the service crews led by Malcolm's dad Ken had performed superbly in doing the necessary maintenance and running repairs in the very limited time available.

The Autosport report said ...'a remarkably mature and impressive drive from 21 year old Malcolm Wilson who fought a personal battle against physical illness and still managed to beat Graham Elsmore in all parts of the country to take Group 1 in conclusive style'

I couldn't agree more. This was a hugely punishing event the likes of which we will never see again and it was a privilege to be part of it. Some statistics from the event :-

180 starters, 67 finishers.

Five Fords in the first six finishers overall, Mikkola in the Celica finished second. Ford's sixth consecutive win on the RAC rally 1972 to 1977. From a seeding number of 43 we finished 12th which was Walter Rohrl's start seeding. Five days of competition over 68 stages and 425 stage miles including 395 forest. Road mileage 1633, with 36 stages run in darkness. 48 service points by two service teams in Granada Estate (Ken Wilson, John Donovan, Graham Walker) and Cortina Estate (Les and Mel from County Garage, Penrith) The route was covered by 48 OS maps 1:50,000.

Nineteen cars failed to start on the second day. RAC rallies in those days could truly qualify as The Rally of Great Britain. There were 26 Stages in Wales, 10 in Scotland, 6 in Cumbria, 14 in Yorkshire and the others spread throughout England. Although we shall never see the likes of these events again there is the Roger Albert Clark which runs bi annually and is a true modern day test of cars and crew.

Ron.

A few more Solway Photos

By John Sloan



Membership

WMC is registered with the Information Commissioner to hold members data.

Welcome to new members

Jared Nichol & Family	of Carlisle
Connor Stephenson	of Aspatria
Adam Taylor	of Kendal
Matthew Somerville	of Dalston

Autojumble

Hi I have for sale a
Morris Marina back axle
(been shot blasted and primed) and
A Pedal Box front stub axles disc's and callipers will need refurbished.
Contact Alan
07749269106



I have a Towtal Towing frame which I no longer use or require.
It was used for towing a smart car behind our Motorhome.
Maybe worth selling to the group if any members have use for this.
Would be willing to accept offers.

Andy Moss
07973802879

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Isle of Man Classic



Just returned from The Isle of Man Festival of Motoring, spectacular event only in its second year, but definitely one to add to your list. Arranged by Scenic Car Tours almost 400 cars, from Morgans to MGs, Austin 7s to Ferraris, arrived on the island for 4 days of non stop motoring. Hill climbing up The Sloc, closed road run over the TT Mountain Road, Jurby Motor Museum, afternoon tea at Creg Ny Baa, the list goes on, all the familiar IOM landmarks, it was wonderful to be part of it. The organisation and logistics were amazing, everyone in the right place at the right time. A truly fabulous event well worth the trip.

Eric and Lynn



Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

Andrew Jordan is a very handy racing driver, an ex British touring car champion and extremely quick in anything he drives. Having said that I'm sure he'd be the first to admit that he's not one of half a dozen men in the history of motor racing who could justifiably claim a right to the title of the "Greatest of all time ". Bearing that in mind it seems amazing he can pedal a Mark 1 Lotus Cortina round Goodwood a whole lot quicker than Jimmy Clark could, and Clark could certainly be one of the six mentioned above.

Of course it's all comes down to development, a twin cam Ford now produces a third more power than it did in the mid 60's, tyre technology has moved on in leaps and bounds and shells are much more rigid thanks to roll cages welded into them, something which stops the "wagging" front wheels so characteristic of Cortina's and early Escorts. I was reading that thanks to chassis tweaks the cars actually have a longer wheelbase than the originals, which makes them easier to drive quickly. Wouldn't it be interesting if time travel could sit Jimmy in the "modern historic ", how quick could he go? Would he even see any similarities in the way it drove? I doubt it very much to be honest.

Changing the subject.



My late father served his time as a mechanic at an Armstrong Siddeley dealership and worked there, excluding six in the RAF, until 1968, about seven years after Siddeleys stopped producing cars, (our family always called them this as calling them Armstrongs was rather confusing). Anyway I still have a box of bits and bobs including Sapphire badges, car clocks etc, but the strangest item is a sphinx bonnet ornament. Now I know the Sphinx was the makes trademark and all the various types they put on cars but this one was a mystery to say the least. I'd searched my books, the internet, and even been on to the owners club but nobody seemed to know anything about the mascot pictured below.

If you look at the photo the thing isn't complete as the head should have wings extending from each side, presumably to imitate the Spirit of Ecstasy on a Rolls Royce. It's pretty obviously a factory piece, even produced by a foundry in Coventry but for ages I couldn't make any sense of what it was or where it came from, but now in the last week or so the long standing mystery has been solved.

Basically the problem is that in the eyes of the company directors it's pornographic in the extreme. It was designed as a female Sphinx but the obscene presence of "boob's" was too risqué for it to be accepted for use. Obviously some were made and in the case of the one I have, damaged. Luckily I've now tracked down a photo of a complete one and wonder if I get onto the BBC programme "The Repair Shop" their clever presenters could restore her to her former glory.

AA